(b) The reasons for all these accidents are given below:—

Failure of Railway Staff	-	29
Equipment failure	-	3
Other than Railway staff	-	6
Sabotage	-	2
Total	-	40

(c) Yes, Sir. There were 14 accidents on Vijayawada Division in this year out of which 11 were derailments and 3 were unmanned level crossing accidents.

(d) The accidents were due to human failure, equipment failure, sabotage and other miscellaneous factors.

Steps taken to bring down the incidence of train accidents on Indian Railways are as under:—

(i) The work of track circuiting has been accelerated on the trunk routes and other important main lines.

(ii) Modification of the Signalling circuitry is being carried out to minimise chances of human error in causing accidents.

(iii) Auxiliary Warning System for giving advance warning about 'Signal at danger' to the driver of the running train has been commissioned on Bombay suburban sections.

(iv) There has been progressive increase in use of Tie Tamping and ballast cleaning machines for track maintenance.

(v) For monitoring track geometry and running characteristics of the track, sophisticated track recording cars, oscillograph cars and portable accelermoeters are being progressively used.

(vi) Maintenance facilities for coaches and wagons have been modernised and upgraded at many depots.

(vii) to prevent cases of cold breakage of axles, maintenance depots have been equipped with ultrasonic testing equipment for detection of flaws in the axles.

(viii) Whistle boardvspeed breakers and road signs have been provided at unmanned level crossing and visibility for drivers has been improved.

(ix) Audio-visual publicity campaigns to educate road users on how to make a safe crossing are conducted.

(x) Steps have been taken to prevent inflammable and explosive materials from being carried in passenger trains.

(xi) Training facilities for drivers, guards and staff conected with train operation have been modernised including use of Simulators for training of drivers.

(xii) Refreshers courses are regularly organised at specified intervals.

(xiii) Performance of the staff conected with train operation is being constantly monitored and those found deficient are sent for crash training.

(xiv) Periodical safety drives are conducted to inculcate safety consciousness among the staff.

Conversion of rail track between Palanpur and Samakhiali

1520. SHRI BANGARU LAXMAN: Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government of India have received any proposal from Gujarat Government about conversion of rail track from Palanpur to Samakhiali into Broadgauge;

(b) if so, the details thereof; and

(c) the expenditure expected to be incuned on the proposal and by when it would be completed?

THE MINISTER OF STATEIN THE MINISTRY OF RAILWAYS MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE

IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) The work of gauge conversion of Palanpur to Gandhidham, of which Palanpur to Samakhiyali is a part, has already been included in the budget 1988-99 at a cost of Rs. 318 crs. and the work would be taken up as soon as the requisite clearances have been obtained.

Gauge conversion of Bharuch-Dahej from Ahmedabad to Virar

1521. SHRI BANGARU LAXMAN: Will the Minister for RAILWAYS be pleased to state:

(a) whether a decision has been taken on the survey report of gauge conversion of Bharuch-Dahej route from Ahmedabad to Virar;

(b) if so, the details thereof and if not the reasons therefor; and

(c) by when it would be taken up?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS, MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) to (c) The conversion of Bharuch-Dahej line is already included in the proposed 3rd line between Ahmedabad and Virar, the survey report is under examination in consultation with the railway and once the results of the survey are finalised, requisite clearances would be sought for taking up the work.

Yatri Seva agents for Railway bookings

1522. SHRIMATI BASANTI SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) the number of Yatri Seva agents working for railway bookings, particularly in backward/rural/tribal areas of North Eastern Region, including Assam;

(b) whether representations regarding authorising more agents in this State have been received;

(c) if so, the details thereof;

(d) the number of applications received in this regard and the number, out of them, accorded approval; and

(e) by when the remaining applications would be sanctioned?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY AFFAIRS AND MINISTER OF STATE IN THE MINISTRY OF PLANNING AND PROGRAMME IMPLEMENTATION (SHRI RAM NAIK): (a) At present 18 Rail Travellers' Service Agents (RTSAs) are working in the North Eastern Region including Assam.

(b) to (e) Zonal railways call for applications for appointment of RTSAs as and when the need is felt by the railway. No application has been called for by Northeast Frontier Railway in the recent past for appointment of RTSAs. However, some applications have been received directly through various sources for appointment of RTSAs on which no action can be taken.

Construction of double lines in various Railway Zones

1523. SHRIMATI BASANTI SARMA: Will the Minister of RAILWAYS be pleased to state:

(a) whether Government propose to construct double rail lines in various Railway Zones during the Ninth Five Year Plan;

(b) if so, the full details thereof, Zone-wise/State-wise; and

. (c) by when the construction work is likely to be started and completed?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS MINISTER OF STATE IN THE MINISTRY OF PARLIAMENTARY